

REMARKS

Claims 1-28 are pending in the application. Claims 9-13 and 15-23 have been withdrawn from consideration as being drawn to non-elected species.

Claims 1-8, 14 and 24-28 are rejected under 35 U.S.C. §112 second paragraph as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention.

Claim 1 has been amended to more distinctly claim the present invention as the word "particularly" has been removed. Further, the claim has been amended to clarify that the motor is supported on a component that is fixed relative to the motor. As stated on page 2, third full paragraph, by supporting the motor on a fixed component, co-rotation of the motor is effectively prevented and, as a result, a rotation of the connecting shaft is realized.

Claim 7 has been amended to provide proper antecedent basis.

Claim 8 has been amended to clarify that the connecting shaft is arranged within the spiral spring or torsion element without contacting the spiral spring or torsion element. As stated on page 4, first full paragraph, by having a spiral spring or torsion element not contacting the connecting shaft, friction losses between the connecting shaft and spiral spring or torsion element are prevented as the landing gear is telescoped.

Claim 14 has been amended to state that the connecting shaft (4) is fixed to and is adapted to co-rotate the drive shaft (5) as illustrated in Fig. 1. As explained on page 5, second full paragraph, and page 9, fourth full paragraph, the drive shaft non-rotatably encloses the connecting shaft. Thus, as shown in Fig. 1 the connecting shaft does not

rotate within the drive shaft, but the two are able to rotate together when the motor is activated.

It is respectfully submitted that the 35 U.S.C. §112, second paragraph rejections have been overcome. Notice of such would be greatly appreciated.

Claims 1, 2, 3, 5, 6, 14 and 24-27 have been rejected under 35 U.S.C. §102(b) as being anticipated by Baird, U.S. Publication No. US2001/0054815. Claim 28 has been rejected under 35 U.S.C. §103(a) as being unpatentable over Baird. The Examiner states that in Fig. 6 Baird teaches an apparatus having a structure as claimed, with the apparatus including a motor 23, a connecting shaft 11/13, landing gears 2/3 and a spring element shock absorber 45. The Examiner considers the female input shaft of the gear box 31 to be a hollow shaft as recited in Claim 24.

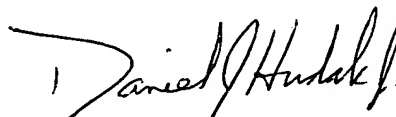
It is respectfully submitted that the Baird reference cannot anticipate, nor teach or suggest the present invention as claimed. As shown in Fig. 6 of Baird and described in paragraph [0050], output male shaft 24 (akin to Applicants' driveshaft) of motor 23 is positively coupled via a key 28 to the female input shaft of the gearbox 31. Gearbox 31 includes hollow output shaft which is sized to be a slide fit on landing gear drive shaft 13 (akin to Applicants' connecting shaft). As further stated in paragraph [0052] drive from electric motor 23 is transmitted to gear box 31 through the key 28 which is in turn transmitted to the landing gear drive shaft 13 via collar 32 and pin 33. Accordingly, Baird cannot anticipate, nor teach or suggest, as claimed in independent Claim 1 wherein a drive shaft of the motor directly engages with the connecting shaft which interconnects the landing gear. Baird contains at least gearbox 31 and collar and pin 31 between motor output shaft 24 and driveshaft 13.

Independent Claim 15 can neither be anticipated, nor taught or suggested, by the Baird reference. The Baird reference as illustrated in Fig. 6 and discussed in the application in paragraphs [0050-0052] teaches that electric motor 23 is close coupled to worm reduction gear box 31. More specifically the output main shaft 27 with a motor is positively coupled via a key 28 to the female input shaft of gear box 31. The gear box 31 includes a hollow output shaft which is sized to be a slide fit on the landing gear drive shaft 13. Accordingly, Baird cannot anticipate nor teach or suggest as claimed in independent Claim 15, a spring element arranged between the drive shaft of the motor and the connecting shaft of the landing gear.

Should the Examiner have any questions or concerns regarding this response, a telephone call to the undersigned is greatly appreciated.

Respectfully submitted,

HUDAK, SHUNK & FARINE CO. LPA


Daniel J. Hudak, Jr.
Registration No. 47,669

DJHjr/js

2020 Front Street
Suite 307
Cuyahoga Falls, OH 44221-3257
(330) 535-2220

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